

Hawai`i – Federal Lands Access Program - Project Selection Criteria

Program Eligibility:

Applicants: State, county, town, township, tribal, municipal, or local government units are eligible.

Areas: Projects that provide access to, are adjacent to, or are located within high-use Federal recreational sites or Federal economic generators. Federal Lands access transportation facilities include public highway, road, bridge, trail, or transit systems that are located on, adjacent to, or provide access to Federal lands which title or maintenance responsibility is vested in a State, county, town, township, tribal, municipal, or local government.

Projects:

- Transportation planning, research, engineering, preventive maintenance, rehabilitation, restoration, construction, and reconstruction of Federal lands access transportation facilities located on or adjacent to, or that provide access to Federal land, and –
 - Adjacent vehicular parking areas;
 - Acquisition of necessary scenic easements and scenic historic sites;
 - Provisions for pedestrians and bicycles;
 - Environmental mitigation in or adjacent to Federal land to improve public safety and reduce vehicular caused wildlife mortality while maintaining habitat connectivity;
 - Construction and reconstruction of roadside rest areas, including sanitary and water facilities;
- Operation and maintenance of transit facilities; and
- Any transportation project eligible for assistance under this title that is within or adjacent to, or that provides access to Federal land.

Program Goals:

The Federal Land Access Program (Access Program) was created through signing of MAP-21. This program allocates funds for projects that “provide access to, are adjacent to, or are located within high-use Federal recreational sites or Federal economic generators”.

Project Evaluation:

The Program Decisions Committee of each state will make programming decisions. This will be done in cooperation with Federal Land Management Agencies.

Project Evaluation Criteria:

Staff looked at project selection criteria from a number of programs to recommend the following. The criteria very closely follow those used in project selection for the Forest Highway Program. Per MAP-21, these criteria are “consistent with the planning processes required under 134 and 135. In Section 134,

planning processes shall provide for consideration of projects and strategies that will (note, paraphrased):

- **Support the economic vitality** by enabling global competitiveness, productivity, and efficiency;
- **Increase the safety of the transportation system** for motorized and non-motorized users;
- **Increase the security** of the transportation system for motorized and non-motorized users;
- **Increase the accessibility and mobility** of people and for freight;
- **Protect and enhance the environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- **Enhance the integration and connectivity** of the transportation system, across and between modes, for people and freight;
- **Promote efficient system management and operation**; and
- **Emphasize the preservation** of the existing transportation system.¹

Applications –Scoring Rubric²

5: Demonstrates a thorough understanding of how this criterion applies, provides a clear and compelling methodology, and will evaluate multiple opportunities to provide benefits for this criterion.

4: Demonstrates a good understanding of how this criterion applies, provides a reasonable methodology, and will investigate opportunities to provide benefits for this criterion.

3: Demonstrates a basic understanding of this criterion in general, provides an outlined methodology, and will produce general information to help provide benefits for this criterion.

2: Demonstrates a basic understanding of this criterion in general but does not provide an adequate methodology to help provide benefits for this criterion.

1: Demonstrates very little of this criterion and does not provide a methodology to provide information relevant to this criterion.

0: Does not meet criteria

¹ 23 USC § 134

² May extrapolated for 1 – 10 Scale

HI FLAP: 2016 Call for Projects <i>Selection Criteria</i> <i>All criteria are assessed based on the Scoring Rubric presented on Page 2</i>		
Criteria	Score	Weight
Criteria 1: Access, Mobility, and Connectivity	25	20%
a. Provides and/or improves access for high use FLMA recreational site(s), and/or economic generator(s)	(0-10)	
b. Only facility accessing FLMA unit (yes or no answer)	(0 or 5)	
c. Improves/provides facilities for alternative modes	(0-5)	
d. Reduces congestion (e.g. restrictions, bottlenecks), or improves size/load limits and/or emergency access	(0-5)	
Criteria 2: Economic Development	15	20%
a. Enhances access and connectivity to local communities	(0-5)	
b. Provides or improves access to Federal economic generators	(0-10)	
Criteria 3: Preservation	15	20%
a. Improves surface or facility condition	(0-5)	
b. Reduces maintenance or operating costs	(0-5)	
c. Current or prior maintenance investment	(0-5)	
Criteria 4: Safety	10	20%
a. Mitigates a known safety issue (e.g. reduces crashes, roadside hazard, or fixes inadequate design)	(0-5)	
b. Addresses safety improvements for a wide range of users	(0-5)	
Criteria 5: Sustainability and Environmental Quality Benefits	10	10%
a. Enhances wildlife connectivity, and habitats, or reduces pollution (e.g. noise, emissions, sediment, water, dust)	(0-5)	
b. Contributes to environmental goals or objectives of FLMA Agency	(0-5)	
Criteria 6: Funding, Coordination and Cost	20	10%
a. Viability of proposed project budget and schedule	(0-10)	
b. Partnerships and funding from other sources	(0-5)	
c. Project is applicable with or part of, a State, regional or local FLMA plan	(0-5)	
Total	95	100%